

not a seat, and no member from New Brunswick was ready to sacrifice his place. So, Mr. King, who represented one of the ridings of New Brunswick, was approached. That gentleman was ready to exchange his seat in this House for a seat in the Senate. The exchange was made and so Hon. Mr. Blair found a place in this House. And what happened in the case of the then Minister of Public Works, the hon. member for St. Mary's (Hon. Mr. Tarte)? I do not blame him for doing what other members of the government were doing. He had been defeated in Beauharnois. Observing the example of the Minister of Finance, he said: If this government is prepared to sell, barter and traffic, I am prepared to take a seat in that way, and so he got a seat for St. John's by the translation of the sitting member to the Senate. And this kind of thing has been going on ever since these hon. gentlemen came into power. And not only has this gone on in securing positions for cabinet ministers, but in filling judgeships and positions of all kinds. And the Postmaster General (Hon. Sir William Mulock), who, when a member of the opposition, with all solemnity and apparently in all honesty, stood up and moved a resolution declaring that no gentleman who was a member of the House should be allowed to accept a position of emolument under the Crown until two years after the termination of his membership in this House, now sits by and nods acquiescence to every move of this government. I am sorry that the Prime Minister (Rt. Hon. Sir Wilfrid Laurier) is not in his place. Last night he painted a picture of the Conservative party in Quebec as an old hulk which had been repainted and retrimmed and was now sailing under new colours. Well, what shall we say of the old-time Liberal party of Ontario and of the Dominion? Not only has all that was good in the old hulk been removed, but nearly all the old crew have deserted, each one to some safe position with fine emoluments. It is true there are a few still remaining, and they may be described as buccaneers. But they are not like the buccaneers of the days of Captain Kidd. Those old free-booters buried their treasure in the sands, but these parade it before the electors of Canada. You see it in their princely mansions, in their holdings of bank stocks and other stocks; and the people wonder how these gentlemen have become Cræsus so suddenly who came here not long ago by no means rich men. And the whole public are being contaminated in the province of Ontario by reason of the actions of these men, these leaders of the government. This action of the government in appointing Hon. Mr. Blair to this position is one of the most glaring cases that have come before the people of Canada to bribe and remove from their pathway a gentle-

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man who was distasteful to the government and whose removal was necessary in their own interest. When the question of the railway commission was discussed on the introduction of the Bill some years ago we were told that this was to be a tribunal composed of men whose knowledge of railway questions would make it a very useful body to the public. I am not going to question the ability of Hon. Mr. Blair. I do not think that any man in this House would do so. He was a lawyer of high standing at the bar of the province of New Brunswick. Filling the position of Minister of Railways and Canals he had an opportunity of acquiring a large fund of information relative to the running of railways. Added to that he was a gentleman of great shrewdness and common sense. If I wished to prove that point I should read his speech in this House in opposition to the Grand Trunk Pacific Bill. As to the other gentlemen who compose the commission, who are they? There had been a demand from the province of Quebec for a rearrangement satisfactory to certain gentlemen. My honourable and amiable—I think he will permit me to call him so—friend the Solicitor General (Mr. Lemieux) was chafing under the restraint imposed upon him and demanding preferment. He wished to be moved upward, and to effect this some displacement had to be made. Hon. Mr. Bernier was appointed a member of the railway commission, there was a certain moving about of others, and the result was some vacancies which permitted the appointment of a gentleman from the province of Quebec. I am sure that no hon. gentleman in this House or out of it will claim that Hon. Mr. Bernier brings to the position of railway commissioner any special attainment in regard to railway questions. I am not aware that he had any special railway training or railway connection. He was not even engaged in commerce. He was a notary of the province of Quebec in the town of St. Hyacinthe. He had no qualities to specially fit him for the position. But what need I say in that regard? This government never regards the question of fitness for position. A little time ago they made an appointment to a judgeship. One of the law journals published in the city of Toronto made a rather caustic remark in reference to the gentleman who was appointed. The remark made by this journal in reference to the appointment of this judge was this: We have nothing personally to say of the gentleman in question—and I need not name him—but his appointment recalls to us the case of the death of a notoriously bad man. Among other people who attended the funeral was one very charitably disposed gentleman, and when this gentleman was appealed to for his opinion of the deceased, he said: 'Well, at all events, he was an excellent smoker.' I